

# BookletChart<sup>TM</sup>

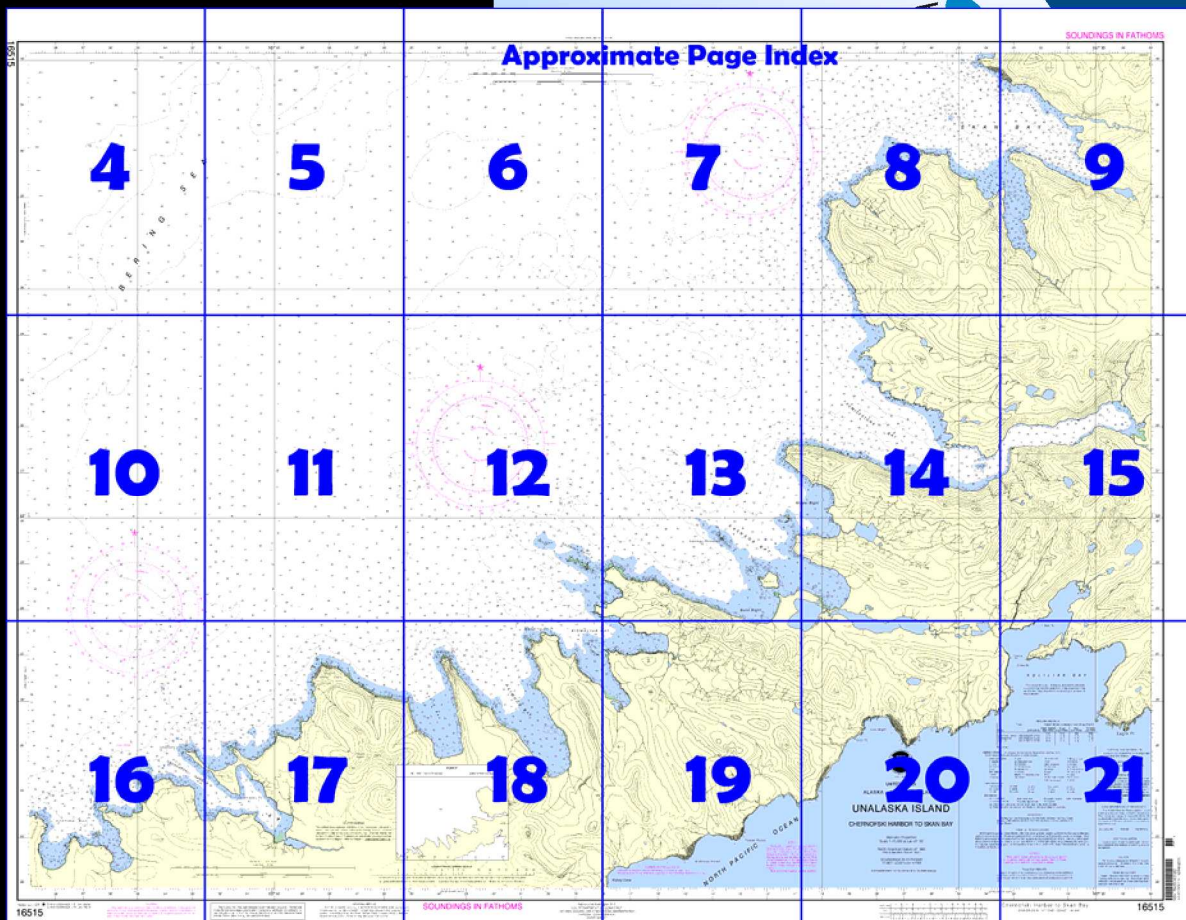
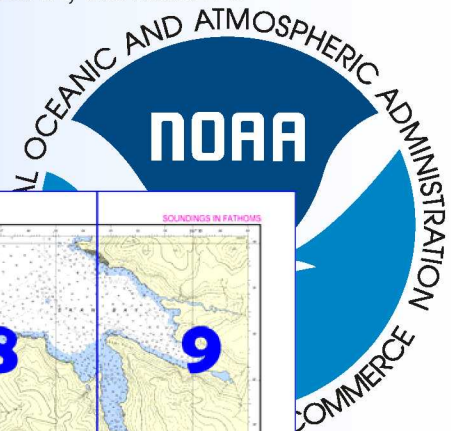
## *Unalaska Island, Chernofski Harbor to Skan Bay*

(NOAA Chart 16515)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

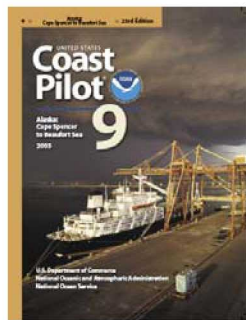
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 9, Chapter 7 excerpts]

(332) The shore between Skan Bay and Spray Cape is fringed with pinnacle rocks and islets, and a bank, covered 6¾ fathoms at its outer edge, extends more than 0.5 mile offshore.

(333) From Spray Cape the shore trends S for 3.5 miles to the entrance of Pumicestone Bay. It is high and steep, fringed by rocks. An anchorage with good shelter in SE weather can be found 0.4 mile from shore at the entrance to Pumicestone Bay in 20 fathoms off a small bight.

(334) **Pumicestone Bay**, on the NW side of the long W extension of Unalaska Island, is 1.5 miles wide at the entrance, but narrows rapidly to less than 0.5 mile. The bay extends about 7 miles in an E direction with an abrupt S-turn to the N and E about 4 miles from the entrance. The turn is partially blocked by a small flat-topped island about 30 yards in extent and 36 feet high, leaving a clear channel 300 yards wide.

(337) The outer bay is deep. The water shoals gradually from over 40 fathoms at the entrance to less than 30 fathoms at the turn. There is little shoal water suitable for anchorage, and no protection from W weather.

(338) At the head, the inner bay widens forming a basin 0.5 mile in diameter where good anchorage may be found in 20 fathoms or less. The SE part of this basin shoals abruptly from 10 fathoms to less than 1 fathom.

(340) About 1.5 miles S of Kashega Point is a bold rocky island about 80 feet high, 600 yards from shore. **McIver Bight**, about 1 mile in diameter, indents the shore E of this island. Good anchorage can be found in the center of the bay in about 10 fathoms with the island bearing W. The bay is exposed to the W and NW, but small boats can find some shelter from W weather by anchoring closer to shore. The SE part of the bay has depths of 2 to 4 fathoms.

(341) **Kashega Bay** At the SW side of the entrance is **Buck Island**, low and grassy. About 1.5 miles NW of Buck Island is a narrow rocky ledge that extends NW about 0.4 mile on which are the two conspicuous **Kashega Pinnacles**. The outer one is about 95 feet high, the inner one about 35 feet high. These pinnacles are the most conspicuous landmarks in approaching the bay. About 0.3 mile NW of the higher pinnacle is a small rock 5 feet high.

(342) The bay has a navigable entrance 0.5 mile wide and is about 1.5 miles long in a SE direction. **Kashega**, a small village at the SE end, has a school, church, sheep-ranch buildings, and a few houses. The village shows seaward through a small angle and then is not visible until arriving well inside the bay. Neither a post office nor supplies are available. The anchorage in the bay is exposed to the NW and the holding bottom is reported none too good. In proceeding to the anchorage, favor the N shore to avoid a kelp-marked 2¼-fathom shoal 250 yards from the S shore and 0.5 mile NW of the village church; anchor in 6 fathoms with the church bearing about 165°.

(346) **Kismaliuk Bay** is an irregular-shaped bay that extends roughly SE for 2 miles, then branching into two arms. The arms are separated by a low broad point from which a chain of bare rocky islets extend about 0.5 mile in a NW direction. The outer islet is 20 feet high.

(348) The S arm, protected by the chain of islets, affords excellent protection. The entrance channel is clear and about 500 yards wide, with a midchannel depth of 11 fathoms. The water shoals gradually to the head of the arm.

(349) **Alimuda Bay** is the long bay immediately W of Kismaliuk Bay and separated from it by **Manning Point**, a bold, blunt, precipitous point of land from which an exposed rock ledge makes out some 400 yards in a NW direction. The bay extends about 3.5 miles SE, with a width at the entrance of over 1.5 miles.

(350) The water shoals gradually from 20 fathoms at the entrance to the gravel beach at the head. About 1 mile inside the entrance a low, flat, reef, with several exposed rocks, makes out some 300 yards from a point on the E shore. About 1 mile farther inside, shoal water, that extends some 600 yards off the same shore, has a least depth of 1½ fathoms. A bar, covered 4¾ fathoms, extends SW across the bay about 0.7 mile from the head. Between this bar and the head of the bay, a depth of 8 fathoms is found, where small vessels can anchor. As this bar is exposed to all N and W weather, large swells rolling over it, often breaking there, reform to pile up in breakers at the head of the bay. This bay affords no real protection for any but small boats and then only in the extreme SE bend behind a small reef making out from the SE shore.

(351) **Wedge Point**, a bold narrow ridge having remarkable serrations, separates Alimuda and Aspid Bays. **Aspid Bay** extends about 2.2 miles in a S direction and affords little protection from N and NW weather. The depth at the entrance is about 15 fathoms; from there the water shoals gradually to the head of the bay. The bottom is good for anchoring in 9 to 10 fathoms.

(353) The wide bight SW of Cape Aspid affords shelter in E and S weather in 12 to 15 fathoms, 0.4 mile from shore. A 4¾-fathom spot, marked by kelp, is 0.6 mile NE of Ram Point and about 0.4 mile from shore.

# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Jun. 26/04  
Corrected through LNM Jun. 08/04

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

Mercator Projection  
Scale 1:40,000 at Lat 53° 39'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Unalaska, AK      WKK-89      162.55 MHz

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.137" southward and 6.761" westward to agree with this chart.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geologic Survey, and the U.S. Coast Guard.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

## COLREGS, 80 1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

| Place<br>(LAT/LONG) |                    | Height referred to datum of soundings (MLLW) |                    |                   |                      |
|---------------------|--------------------|--|--------------------|-------------------|----------------------|
|                     |                    | Mean Higher<br>High Water                    | Mean<br>High Water | Mean<br>Low Water | Extreme<br>Low Water |
| Chernofski Harbor   | (53°24'N/167°32'W) | feet<br>3.8                                  | feet<br>3.5        | feet<br>1.3       | feet<br>-2.5         |
| Kashega Bay         | (53°28'N/167°05'W) | 4.0  | 3.7                | 1.4               | -2.5                 |
| Skan Bay            | (53°37'N/167°03'W) | 4.0  | 3.6                | 1.3               | -2.5                 |

(Feb 2004)

## ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

|                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| Al alternating    | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | Is isophase              | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | Oc occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VQ very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

Bottom characteristics:

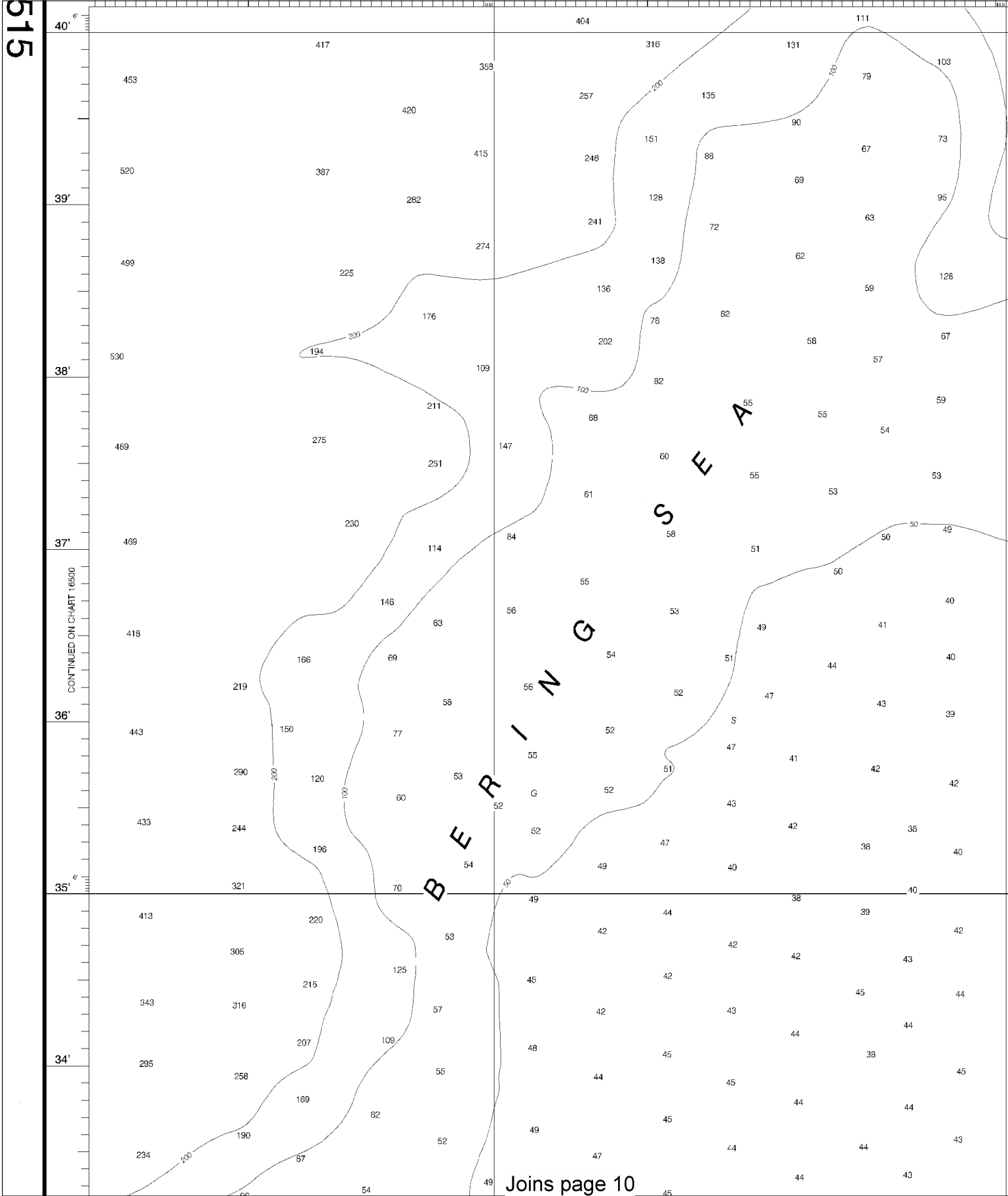
|               |           |         |             |           |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken     | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay       | Grs grass | M mud   | S sand      | sy sticky |

Miscellaneous:

|  |                         |                      |                |
|--|-------------------------|----------------------|----------------|
| AUTH authorized  | Obstrn obstruction      | PD position doubtful | Subm submerged |
| ED existence doubtful  | PA position approximate | Rep reported         |                |
| 2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.        |                         |                      |                |
| (2) Rocks that cover and uncover, with heights in feet above datum of soundings. |                         |                      |                |

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

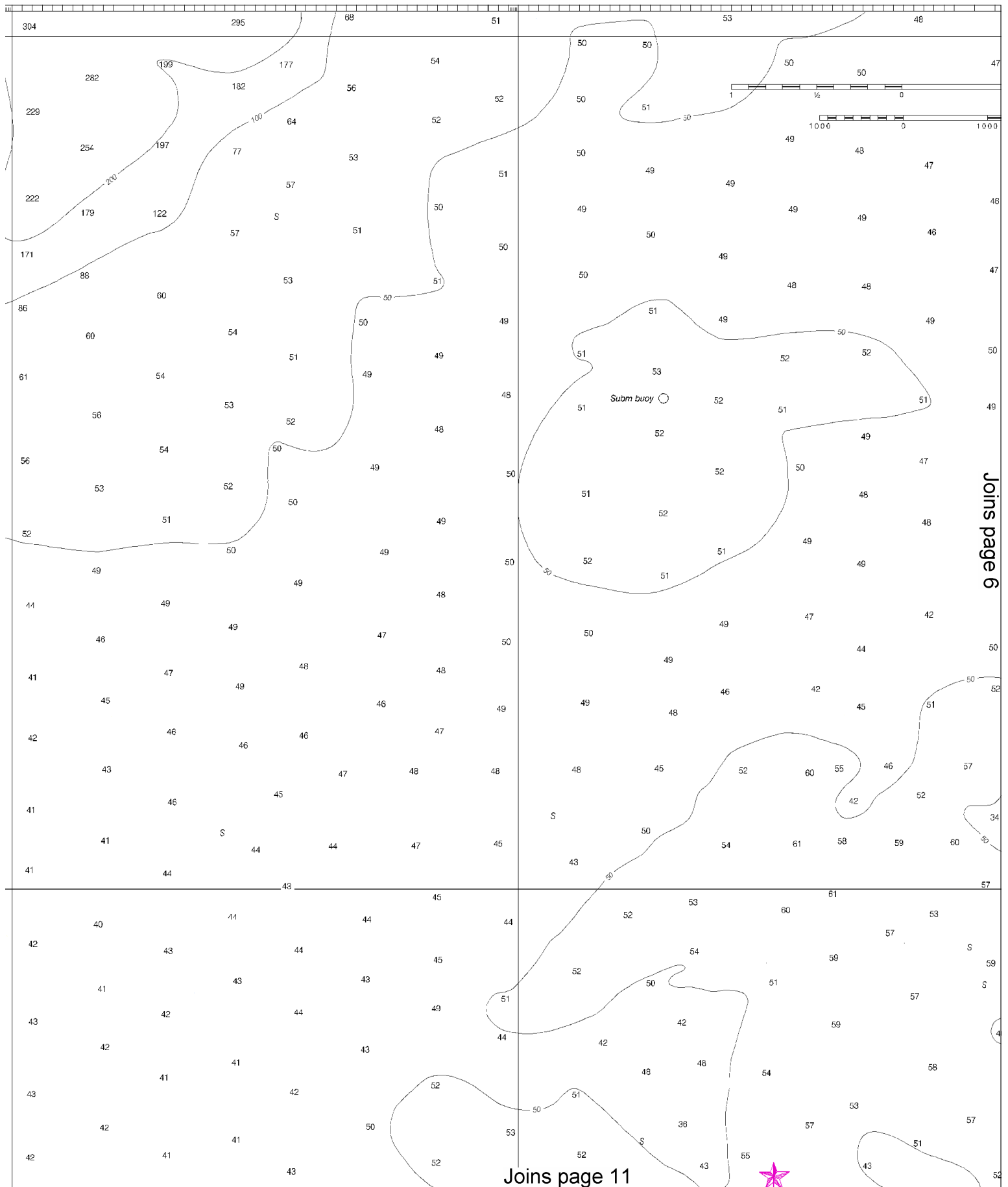


Printed at reduced scale.

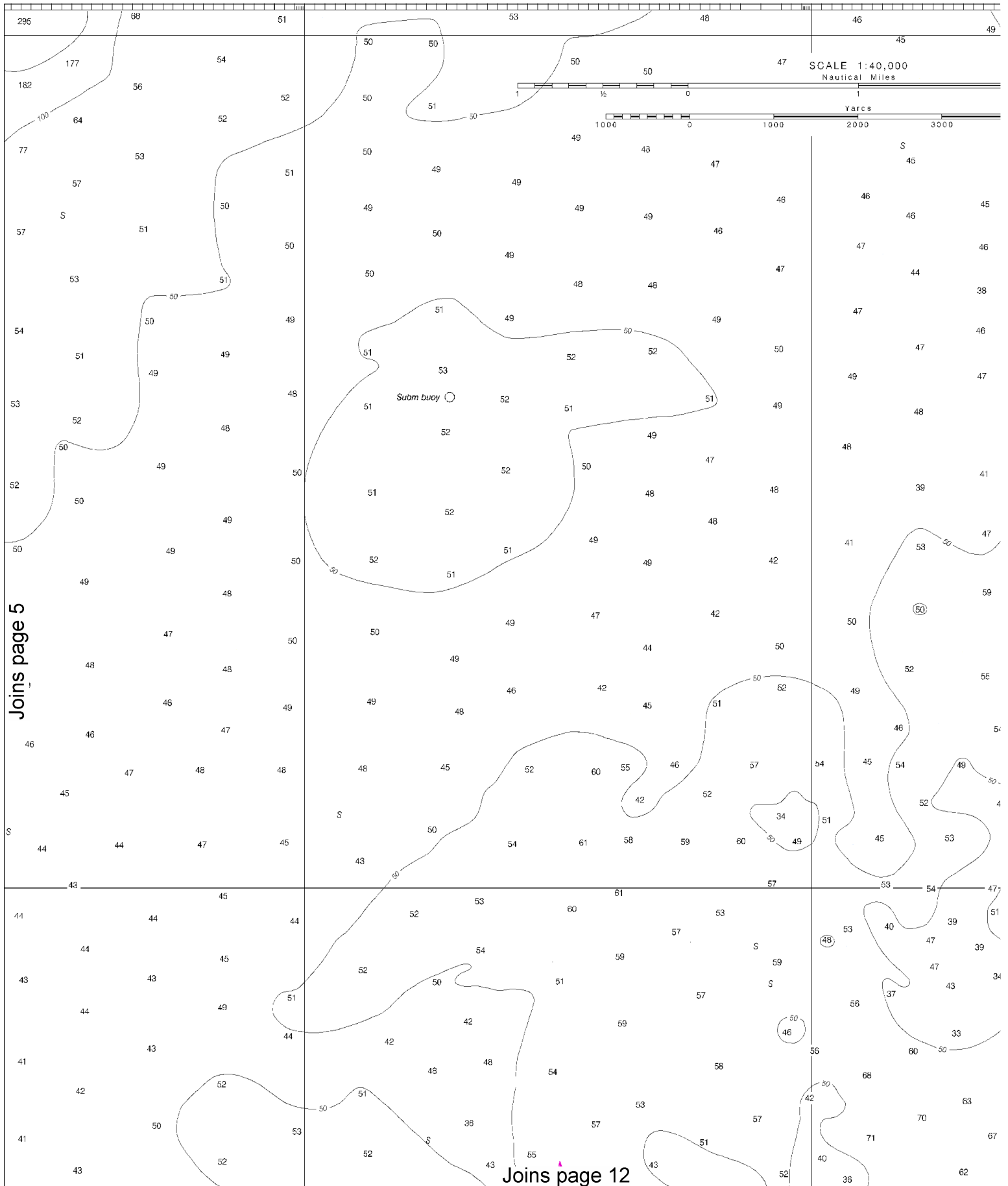
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:53333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



6



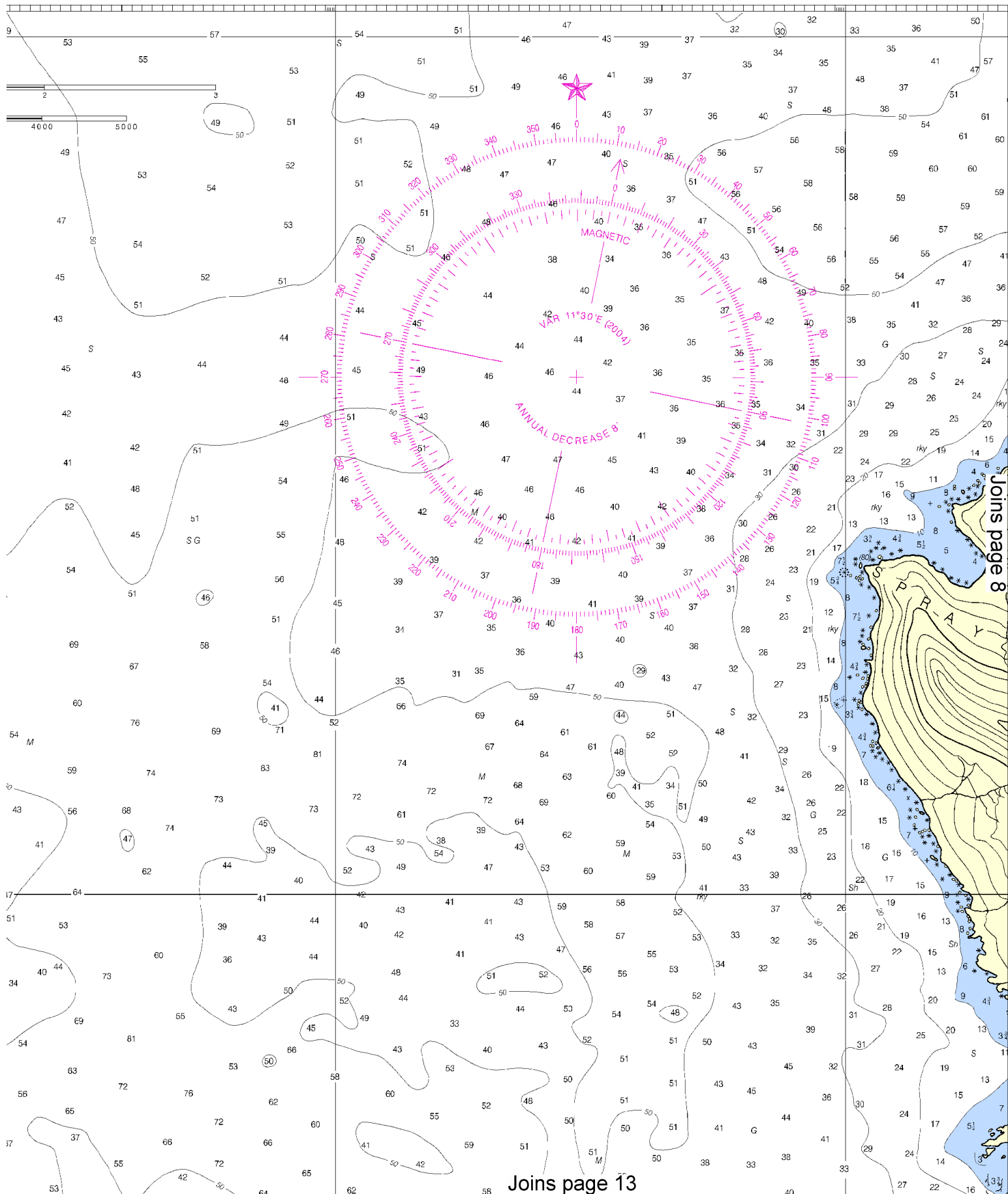
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

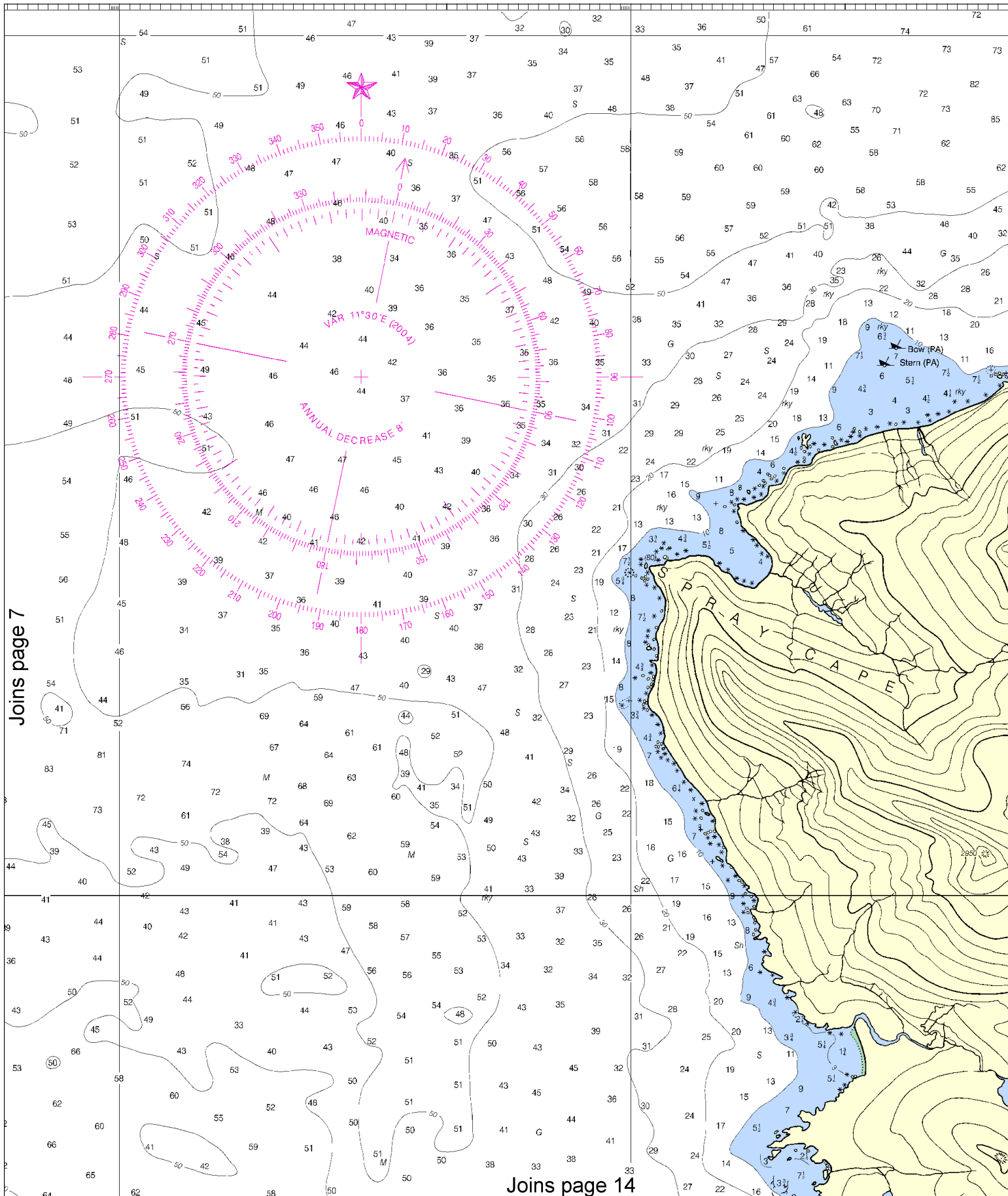
See Note on page 5.







This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



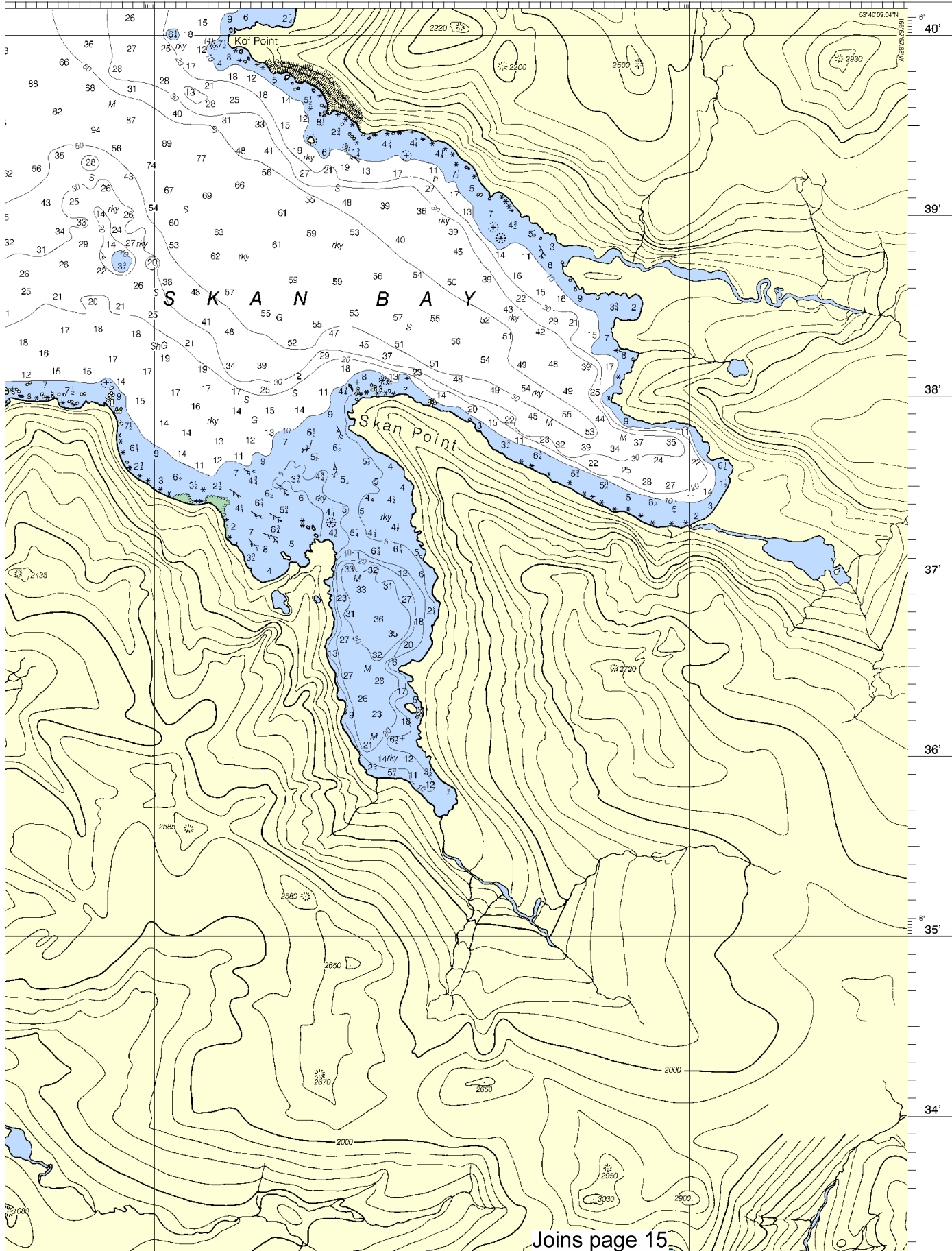
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

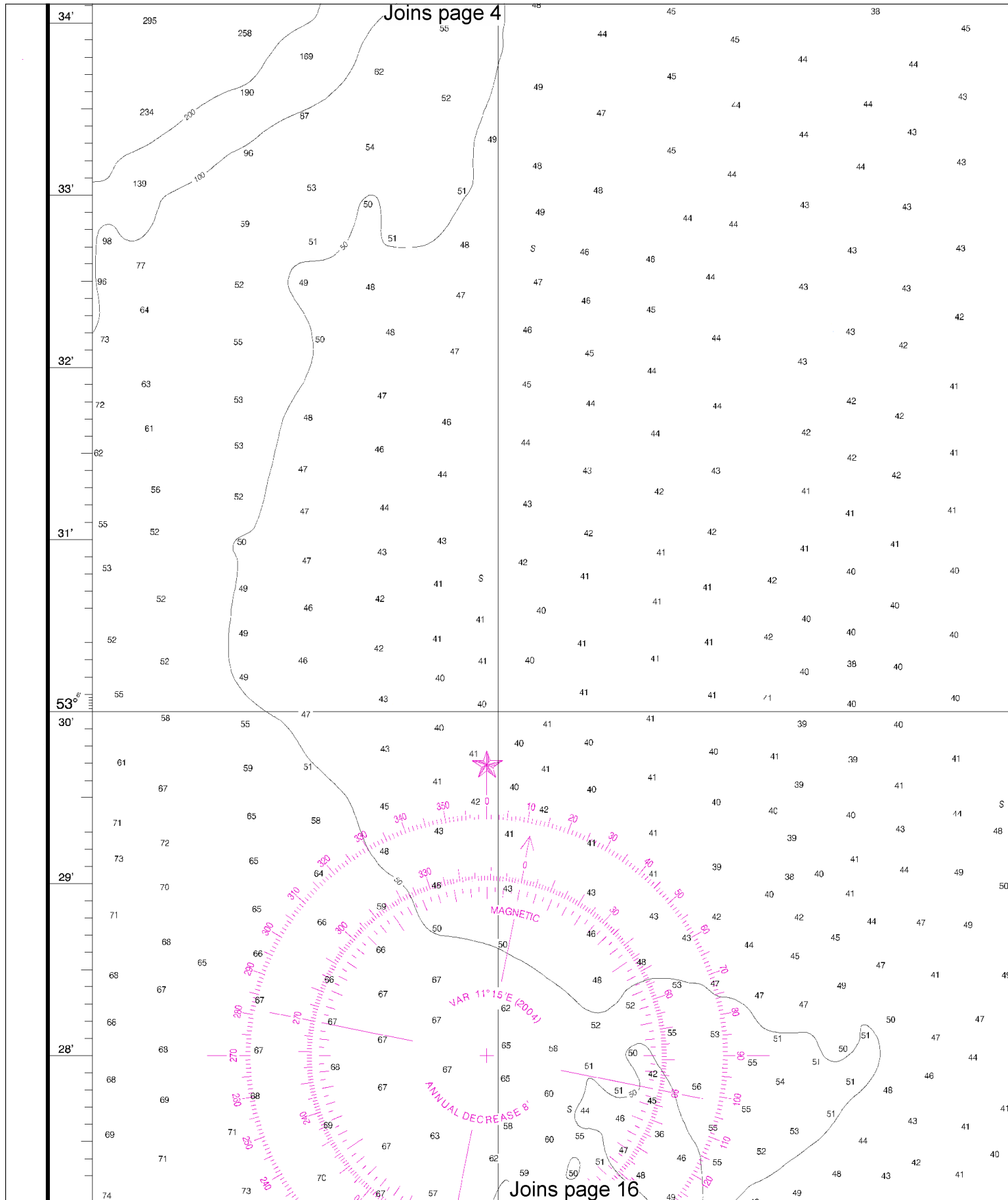
See Note on page 5.







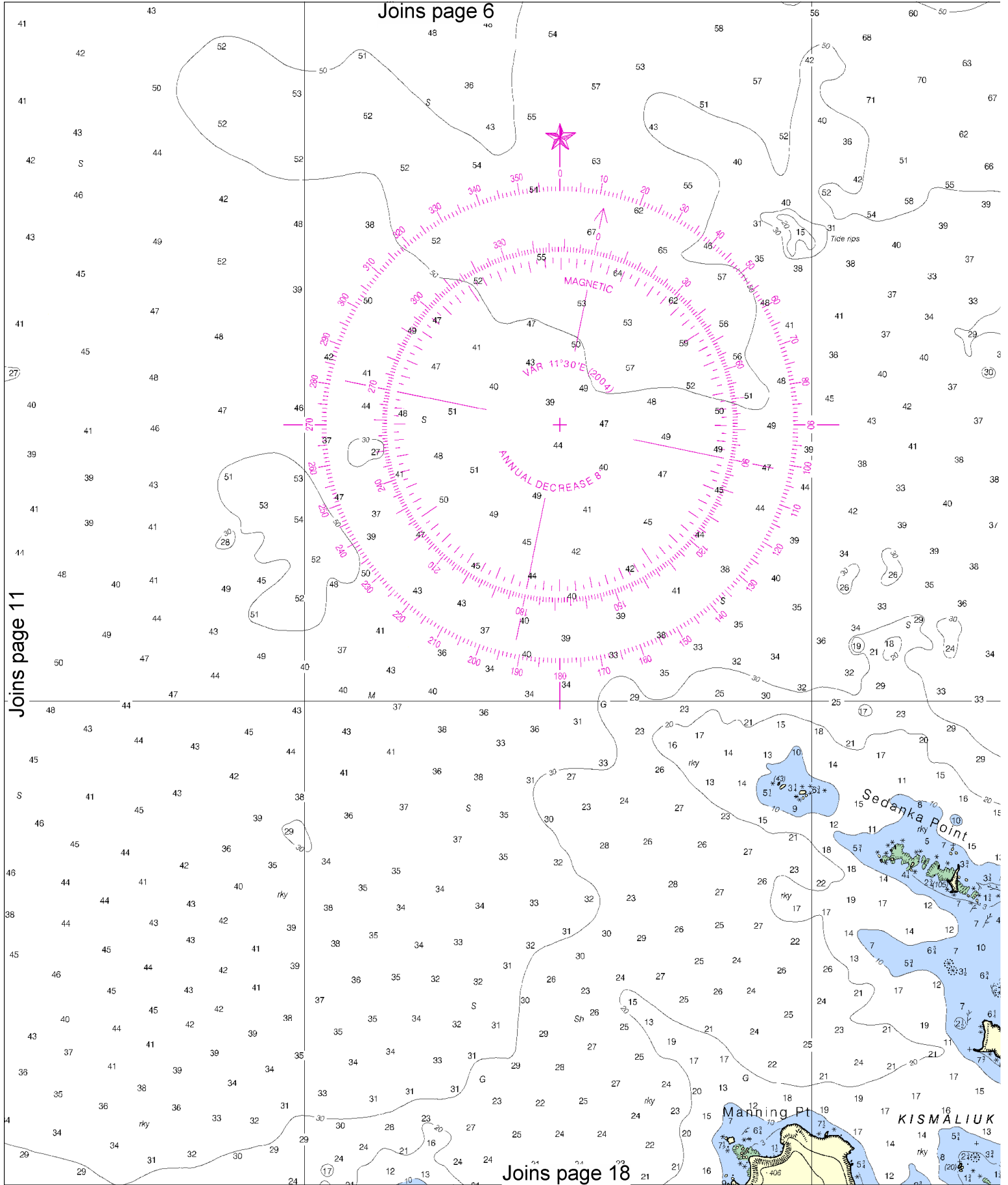
Joins page 15



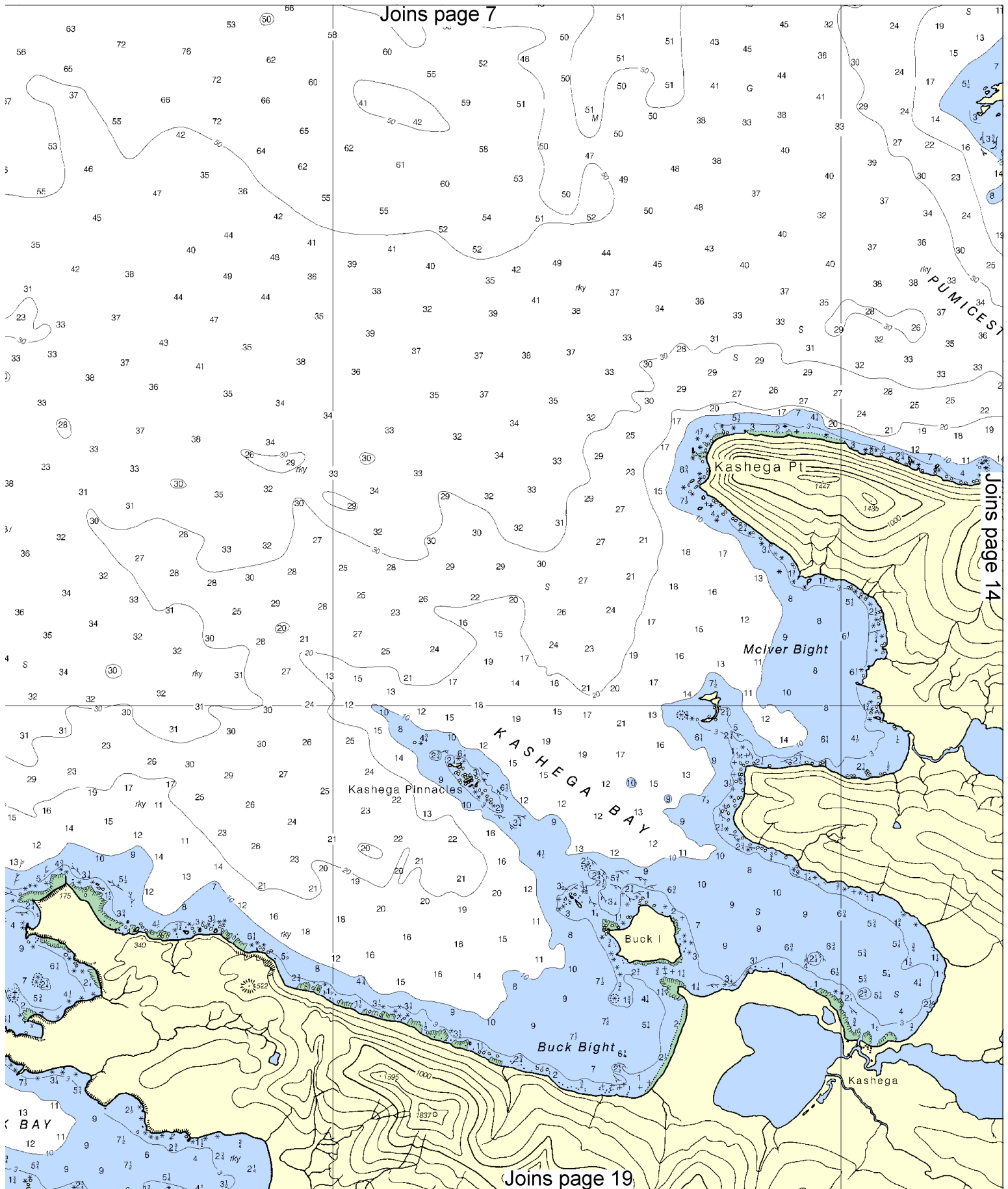
Joins page 5

Joins page 12

Joins page 17







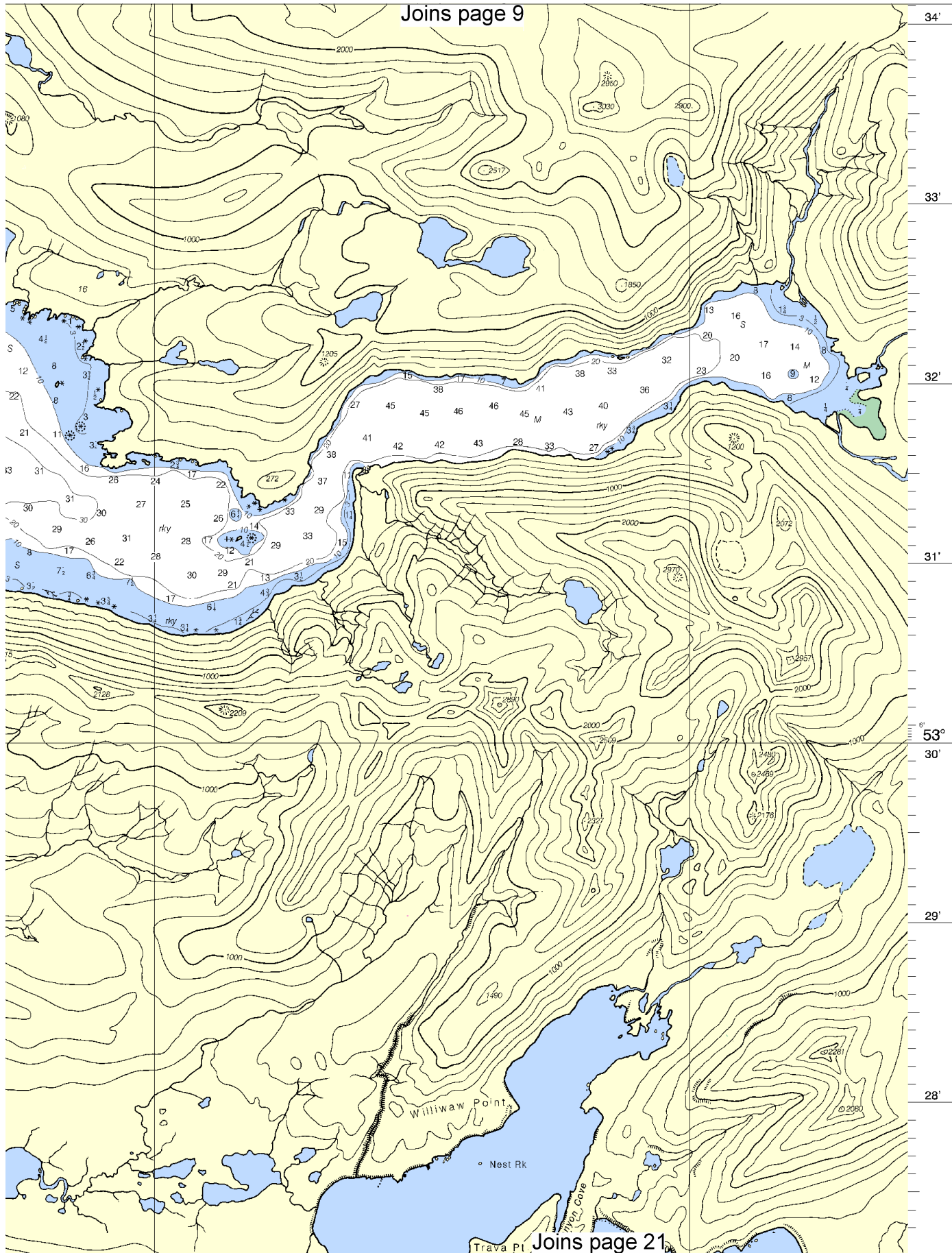
Joins page 8

Joins page 13

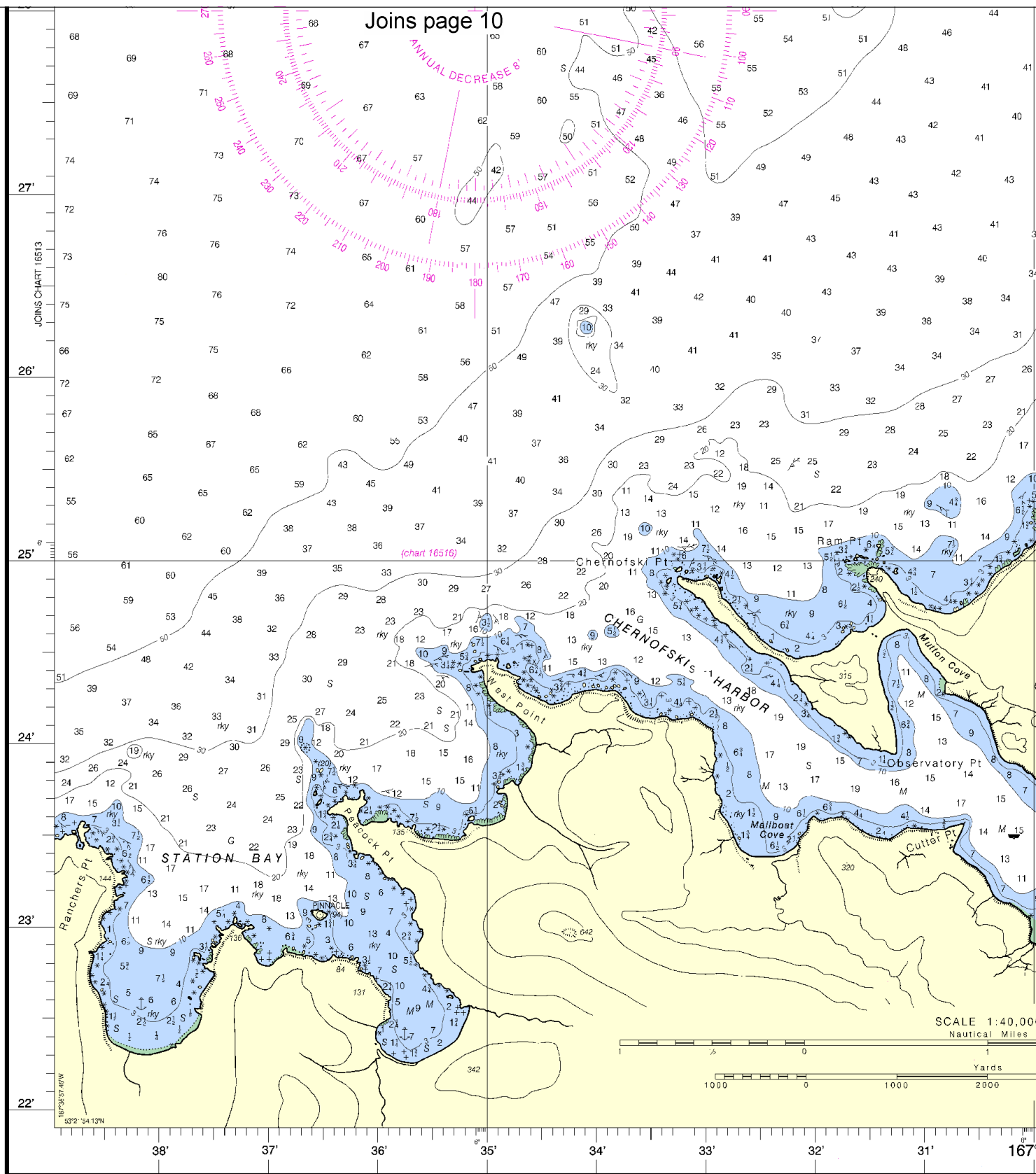
Joins page 20



~~SCALE 1:40,000~~  
Nautical Miles



Joins page 10



7th Ed., Jun. / 04 ■ Corrected through NM Jun. 26/04  
Corrected through LNM Jun. 08/04

16515

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe Ocean Service encourages users to submit corrections, and improving this chart to the Chief, Marine Chart Division (Service, NOAA, Silver Spring, Maryland 20910-3282.

16



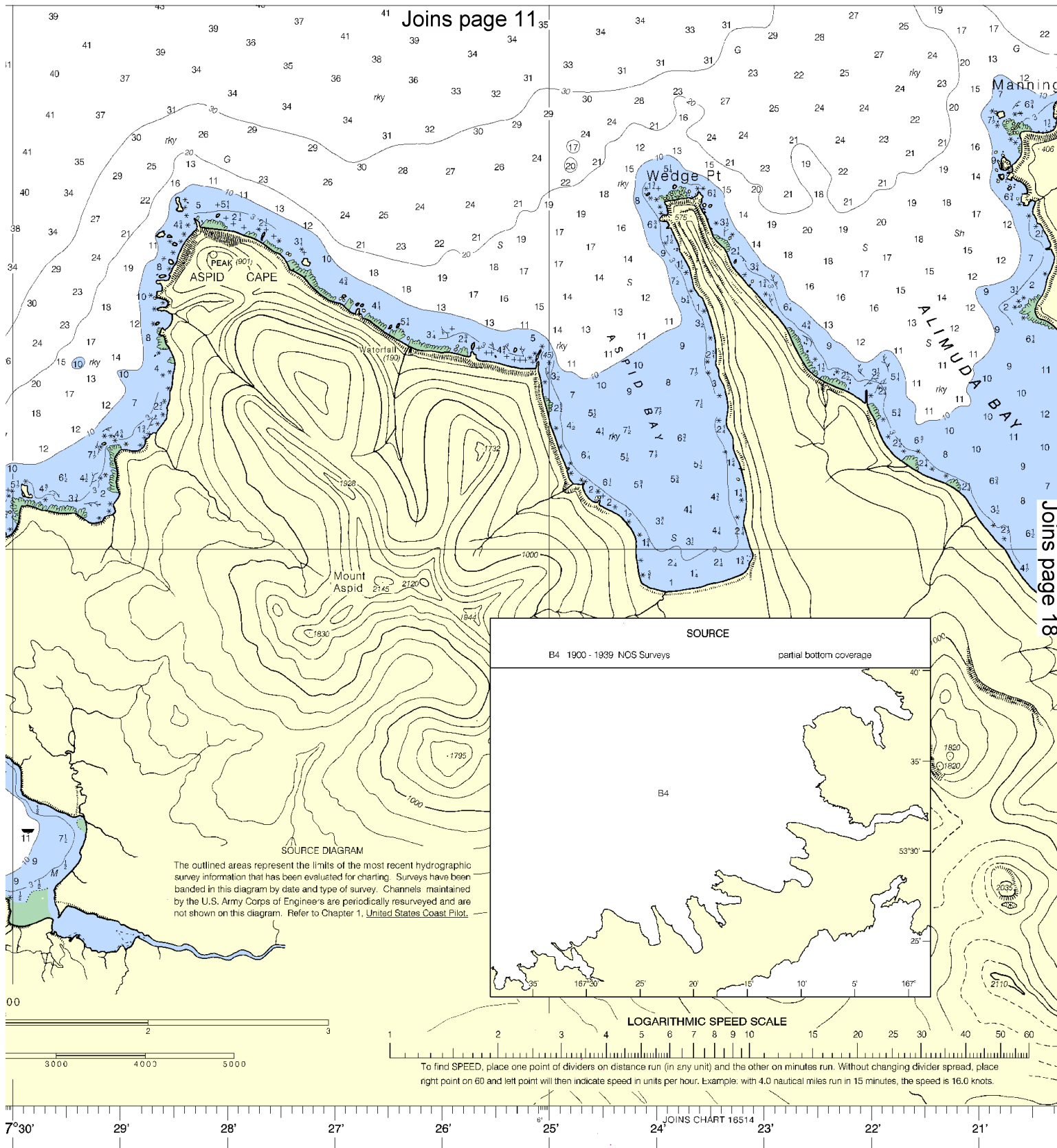
Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.



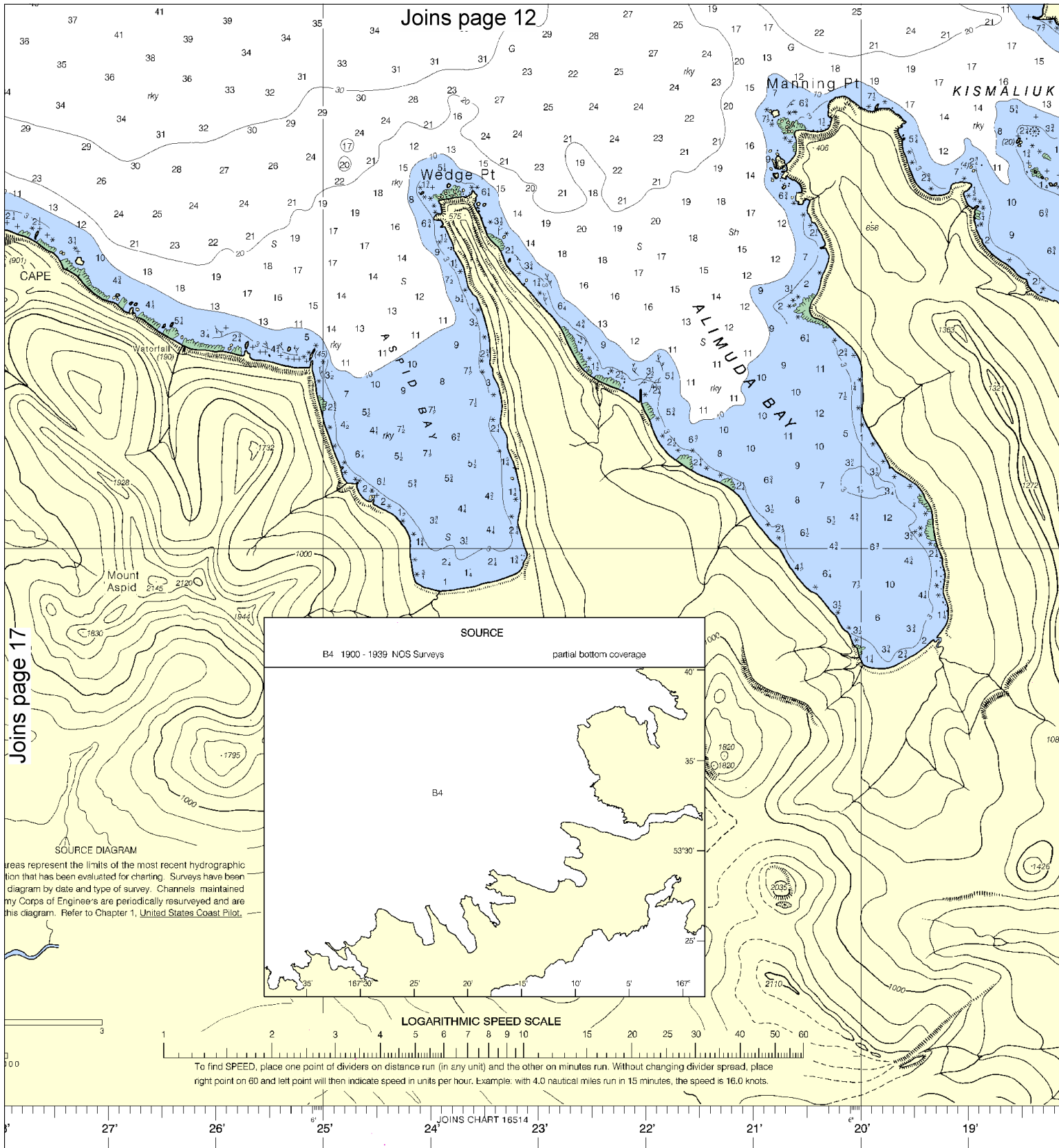




for navigation. The National additions, or comments for (N/CS2), National Ocean

**UPDATING SERVICE**  
FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**SOUNDINGS IN FATHOMS**



## SOUNDINGS IN FATHOMS

Published at Was  
U.S. DEPARTMENT  
NATIONAL OCEANIC AND ATMIC  
NATIONAL OCE  
COAST SL

18

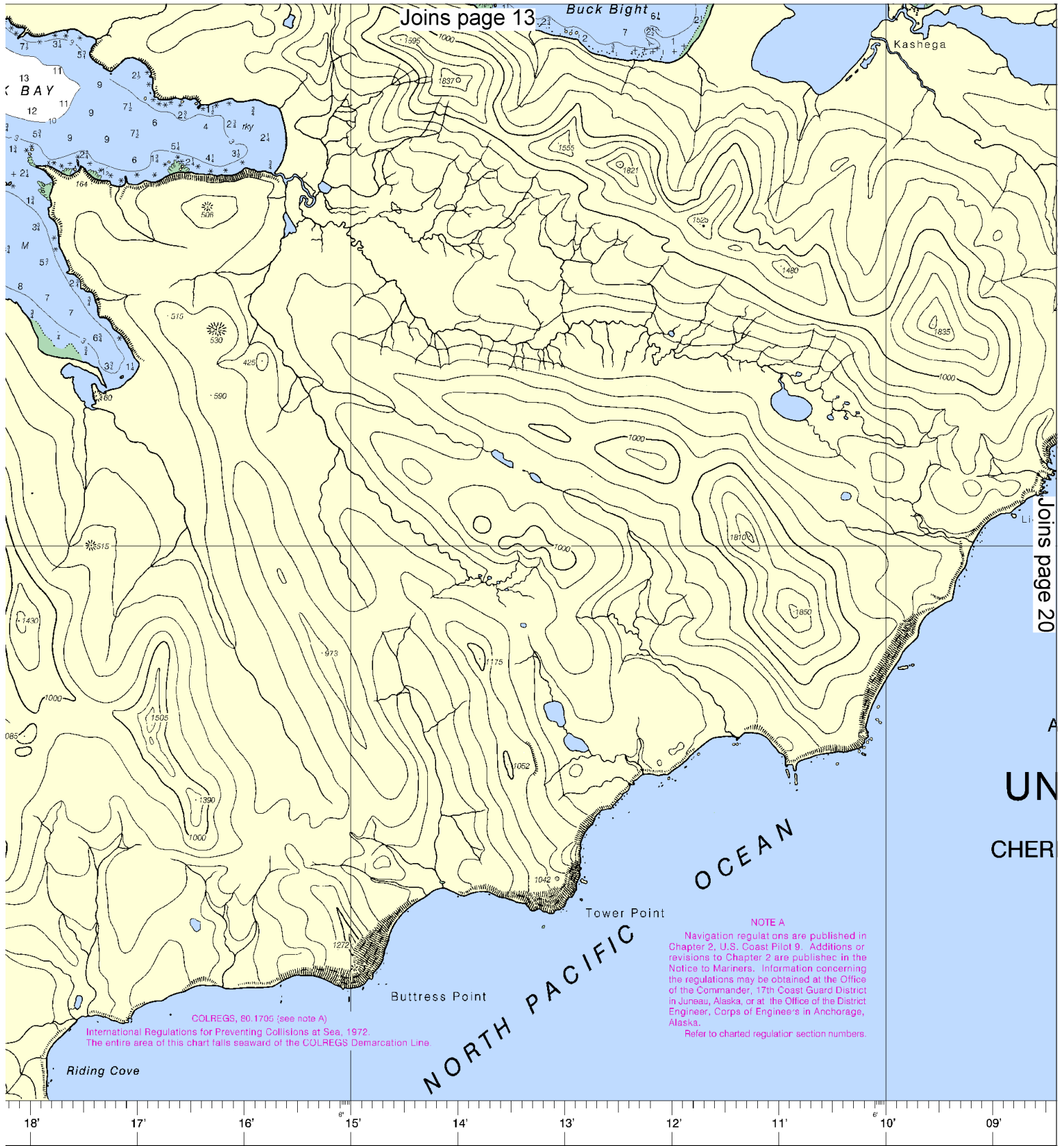


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Washington, D.C.  
DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
COAST AND GEODETIC SURVEY

Joins page 14

Kashega

Lion Bight

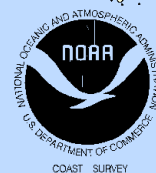
Lion Rk

Tower Point

Buttress Point

OCEAN

NORTH PACIFIC



UNITED STATES  
ALASKA - ALEUTIAN ISL

UNALASKA ISL  
CHERNOFSKI HARBOR TO

Mercator Projection  
Scale 1:40,000 at Lat 53° 39'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

5, 80, 1705 (see note A)  
venting Collisions at Sea, 1972,  
seaward of the COLREGS Demarcation Line

16' 15' 14' 13' 12' 11' 10' 09' 08' 07'

|         |   |    |    |    |    |
|---------|---|----|----|----|----|
| FATHOMS | 1 | 2  | 3  | 4  | 5  |
| FEET    | 6 | 12 | 18 | 24 | 30 |
| METERS  | 1 | 2  | 3  | 4  | 5  |

20



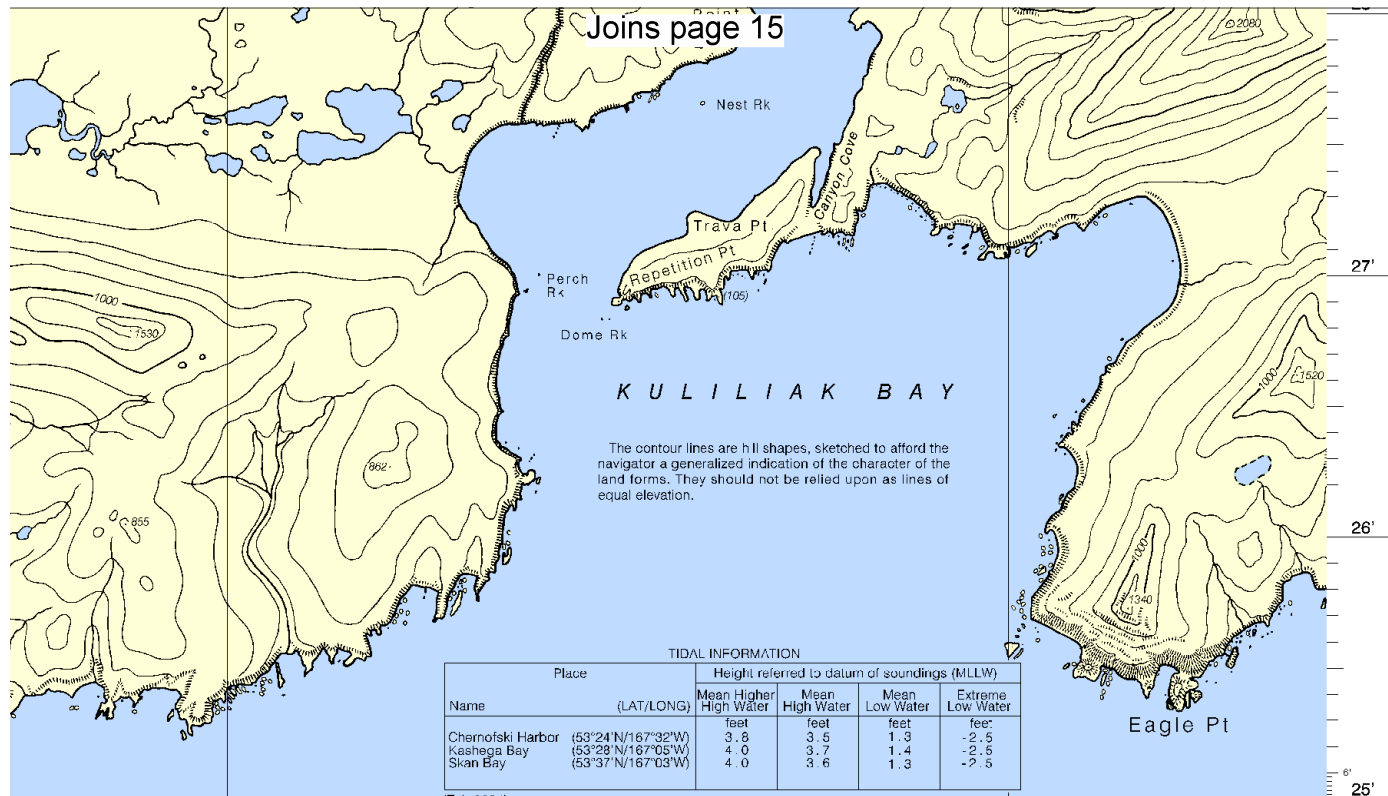
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







## TIDAL INFORMATION

| Place | Name (LAT/LONG)                      | Height referred to datum of soundings (MLLW) |                 |                |                   |
|-------|--------------------------------------|--|-----------------|----------------|-------------------|
|       |                                      | Mean Higher High Water                       | Mean High Water | Mean Low Water | Extreme Low Water |
|       |                                      | feet   | feet            | feet           | feet              |
|       | Chernofski Harbor (53°24'N/167°32'W) | 3.8  | 3.5             | 1.3            | -2.5              |
|       | Kashega Bay (53°28'N/167°05'W)       | 4.0  | 3.7             | 1.4            | -2.5              |
|       | Skani Bay (53°37'N/167°03'W)         | 4.0  | 3.6             | 1.3            | -2.5              |

(Feb 2004)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

|                   |                          |                                   |                    |
|-------------------|--------------------------|-----------------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code                     | R TR radio tower   |
| Al alternating    | IQ interrupted quick     | N nun                             | Rot rotating       |
| B black           | Is isophase              | OBSC obscured                     | s seconds          |
| Br beacon         | LT HO lighthouse         | Oc occulting                      | SEC sector         |
| C can             | M nautical mile          | Or orange                         | St V statute miles |
| DIA diaphone      | m minutes                | Q quick                           | VQ very quick      |
| F fixed           | MICRO TR microwave tower | R red                             | W white            |
| Fl flashing       | Mkr marker               | Ra R <sup>e</sup> radar reflector | WHIS whistle       |
|                   |                          | R Un radiobeacon                  | Y yellow           |

## Bottom characteristics:

|              |           |         |             |           |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken    | G grave   | h hard  | Rk rock     | Sh shells |
| Cy clay      | Grs grass | M mud   | S sand      | sy sticky |

## Miscellaneous:

|  |                         |                      |                |
|--|-------------------------|----------------------|----------------|
| AUTH authorized  | Obstr obstruction       | FD position doubtful | Subm submerged |
| ED existence doubtful  | PA position approximate | Rep reported         |                |
| (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.       |                         |                      |                |
| (2) Rocks that cover and uncover, with heights in feet above datum of soundings. |                         |                      |                |

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geologic Survey, and the U.S. Coast Guard.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4688, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List, and U.S. Coast Pilot for details.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## SUPPLEMENTAL INFORMATION

Consult: U.S. Coast Pilot 9 for important supplemental information.

## HEIGHTS

Heights in feet above Mean High Water.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.137" southward and 6.761" westward to agree with this chart.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Unalaska, AK WXK-69 162.55 MHz

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

ISLANDS

LAND

SKAN BAY

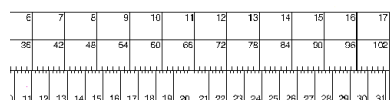
9'

983

S

charts.noaa.gov.

06' 05' 04' 03' 02' 01' 167° W 59' 58'



Chernofski Harbor to Skan Bay  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

16515



ED. NO. 7

NSN 7642014011362  
NGA REFERENCE NO. 16XHA16515

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).